

2.5 ALTERNATIVES RETAINED FOR DETAILED STUDY

Nineteen improvement alternatives and the No-build Alternative were carried forward for detailed study. In Section 2.2, each alternative was described, the projected effects were evaluated, and results of a purpose and need analysis were shown. The purpose of this section is to summarize any substantial refinements made to the alternatives evaluated in Section 2.2 and to summarize and compare the alternatives carried forward for detailed study.

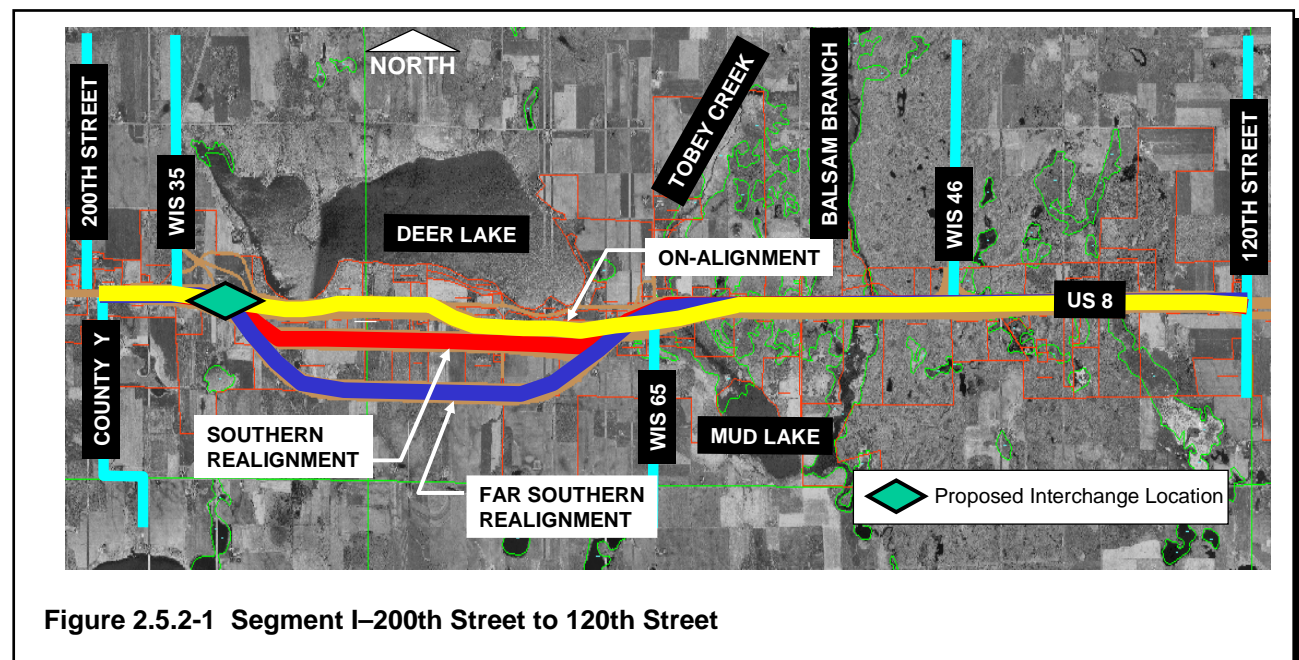
2.5.1 No-build Alternative

The No-build Alternative does not meet the criteria defined by the corridor project's purpose and need. Minor improvements and highway maintenance do not attend to the need for future increased capacity, corridor preservation, decreased crash rates, corrected substandard roadway items, and public support.

While this alternative does not meet the purpose and need for the project, the No-build Alternative does serve as the baseline for an analysis of impacts related to the preferred alternative selected for further study.

2.5.2 Four-lane Alternatives

The 40-mile (64.4 km) study corridor was divided into seven segments for the purposes of description and analysis of the Four-lane Alternatives. The Four-lane Alternatives are categorized as on-alignment, realignment, bypass, or through-town corridors based on the predominant location of the proposed US 8 corridor within a particular segment. The Four-lane Alternatives are 400-foot (121.9 m) wide for the on-alignment and realignment corridors and 600-foot (182.9 m) wide for bypass corridors. When a Four-lane Alternative is on-alignment, the rural corridor would generally use the existing US 8 roadway as either the eastbound or westbound roadway unless described otherwise. The rural corridor widths reflect the planning nature of this study and not the actual right-of-way needed. The urban portions of the through-town corridors in the Village of Turtle Lake and City of Barron have widths of 120-foot (36.6 m) and 100-foot (30.5 m), respectively.



- **Segment I (200th Street to 120th Street)**

Segment I limits start at the beginning of the project near 200th Street in Polk County and end at 120th Street. Segment I has three alternatives that were carried forward for detailed study. The alternatives are shown on Figure 2.5.2-1 and on a more detailed map in Appendix B.

- **Deer Lake On-alignment**
This alignment closely follows the existing US 8 alignment. Between WIS 35 and WIS 65 the corridor is slightly south of the existing US 8. Existing US 8 would become a local road in this area. An interchange would replace the current US 8/WIS 35 (N) intersection.
- **Deer Lake Southern Realignment**
This alternative is the same as the On-alignment except between WIS 35 and WIS 65 where the corridor is located approximately 1,000 feet (304.8 m) south of the existing US 8. Existing US 8 would become a local road in this area. An interchange would replace the current US 8/WIS 35 (N) intersection.
- **Deer Lake Far Southern Realignment (alternative added after VE Study)**
This alternative is generally the same as the On-alignment except between WIS 35 and WIS 65 where the corridor is located approximately 2,500 feet (762m) south of the existing US 8 corridor. Like the Deer Lake On-alignment and Southern Realignment Alternatives, existing US 8 would become a local road between WIS 35 and WIS 65. An interchange would replace the current US 8/WIS 35 (N) intersection.

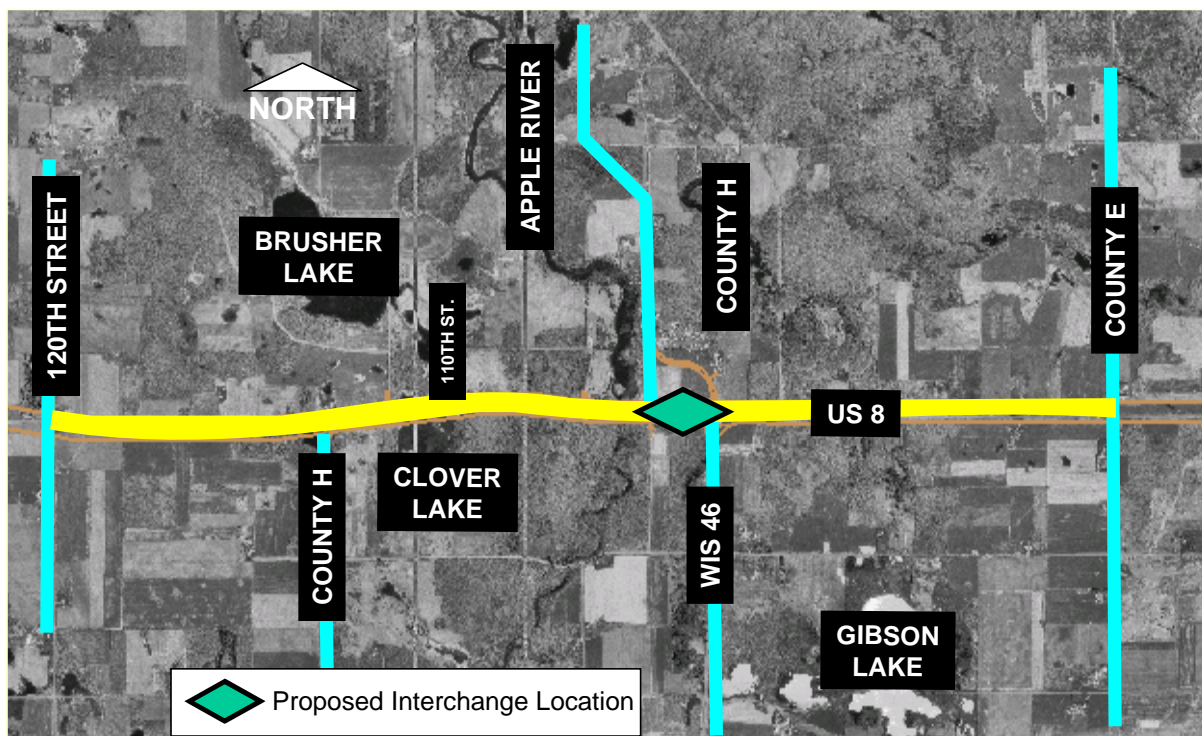


Figure 2.5.2-2 Segment II—120th Street to County E

- **Segment II (120th Street to County E)**

- **Apple River/Clover Lake On-alignment**

Segment II starts at 120th Street and ends at County E, as shown on Figure 2.5.2-2 and on a more detailed map in Appendix B. One four-lane alternative was carried forward for this segment. The new roadway uses the existing highway throughout the entire length of this segment. This Alternative realigns County H (N) with WIS 46 (S) with an interchange at the connection.

- **Segment III (County E to 50th Street)**

Segment III starts at County E and ends at 50th Street. It includes three alternatives near the community of Range. These three alternatives are illustrated on Figure 2.5.2-3 and on a more detailed map in Appendix B.

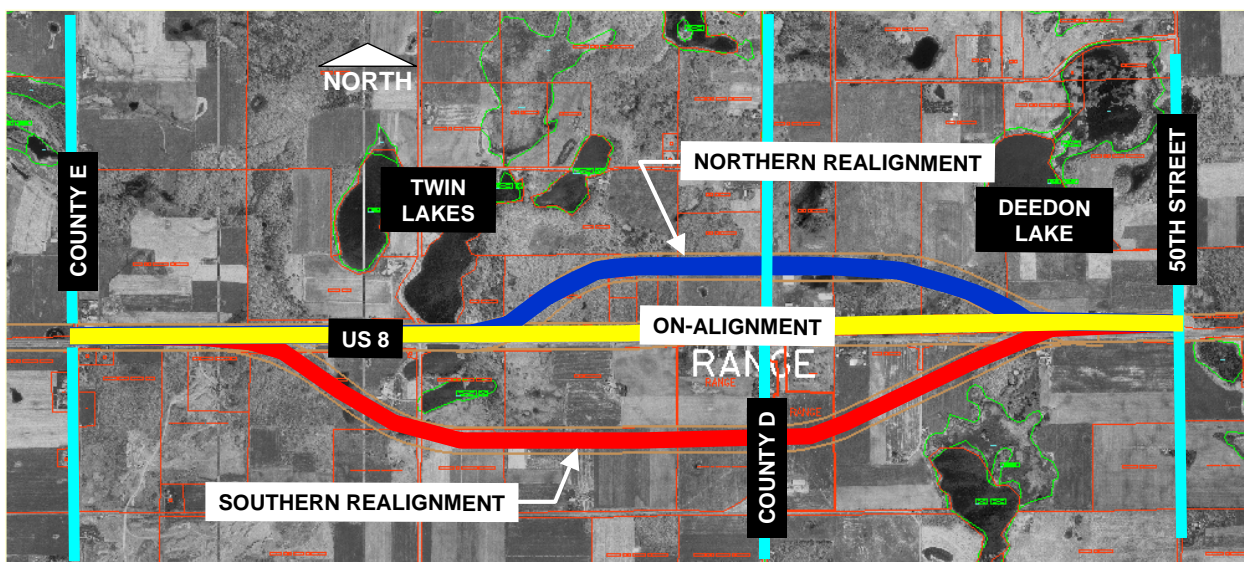


Figure 2.5.2-3 Segment II–County E to 50th Street

- **Range On-alignment**

The Range On-alignment Alternative follows the existing alignment from County E to 50th Street through the community of Range. East and west of Range, the On-alignment Alternative utilizes the existing alignment; however, through Range, the corridor is shifted just north of the existing US 8 to avoid impacts to the south side of US 8.

- **Range Northern Realignment**

The Range Northern Realignment Alternative follows the same alignment as the On-alignment Alternative from County E to 70th Street and from a quarter mile (0.38 km) west of 50th Street to 50th Street. It shifts north just east of Twin Lakes, travels around Range, and returns to the existing alignment about a half mile (0.8 km) east of 56th Street. The portion on new alignment is approximately one-quarter mile (0.40 km) north of existing US 8. This alternative would convert existing US 8 within the limits of the realignment to a local roadway.

- **Range Southern Realignment**

The Range Southern Realignment Alternative follows the existing US 8 alignment near the ends of Segment III. The alignment shifts south just east of County E and returns to the existing alignment just east of 56th Street. Similar to the Range Northern Realignment Alternative, this alternative converts existing US 8 within the limits of the realignment to a local roadway.

- **Segment IV (50th Street to 15th Street)**

Segment IV extends from 50th Street to 15th Street and has two alternatives. The first alternative follows the existing alignment for the entire segment while the second alternative shifts to the north near County V. Segment IV is shown on Figure 2.5.2-4 and on a more detailed map in Appendix B.

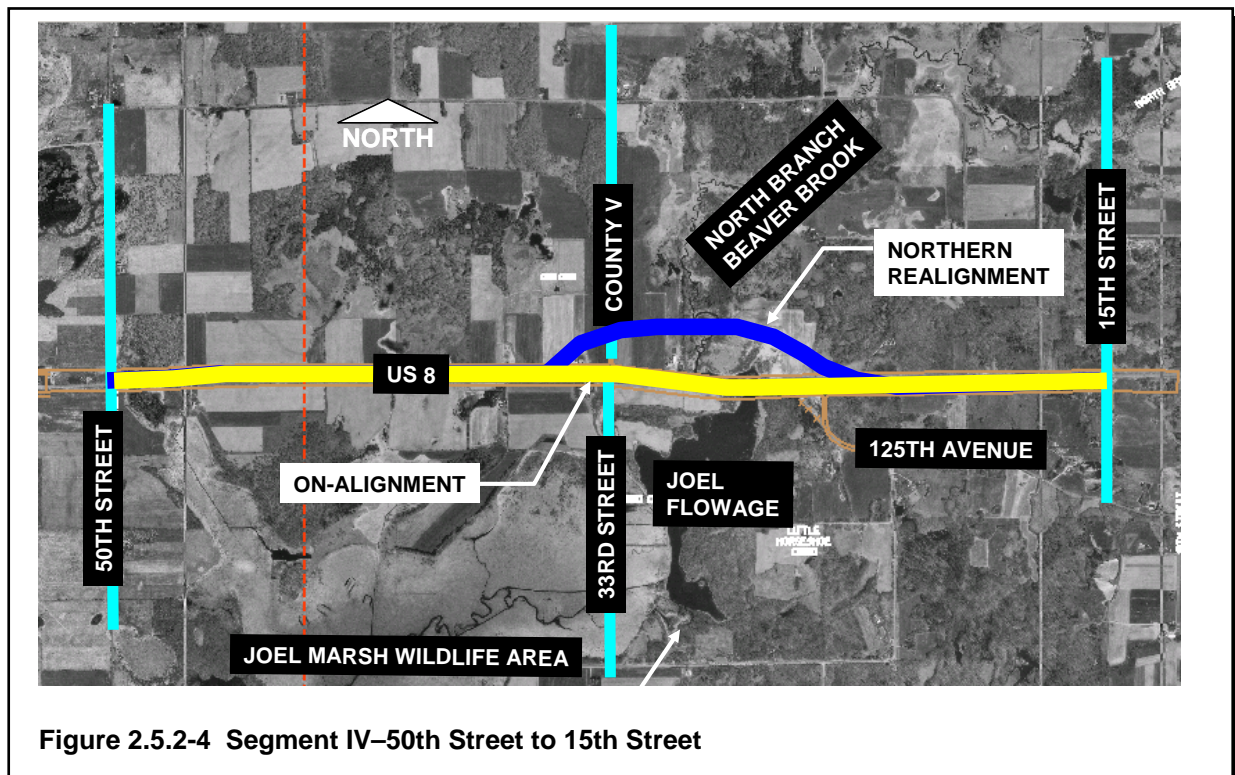


Figure 2.5.2-4 Segment IV–50th Street to 15th Street

- **Joel Flowage On-alignment**

This alternative follows the existing alignment from 50th Street to 15th Street. This alternative avoids impacts to the Joel Marsh Wildlife Area.

- **Joel Flowage Northern Realignment**

The Joel Flowage Northern Realignment follows the existing alignment from 50th Street to 15th Street except for an alignment shifts to the north near 33rd Street (County V) that rejoins the existing alignment east of 125th Street. This alternative converts existing US 8 within the limits of the realignment to a local roadway. This alternative also avoids impacts to the Joel Marsh Wildlife Area.